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Blood on the Moon.

The Ohio Republican convention meets next week, and what it says of national matters will be far heard.

Ohio has been a capital of standpatism. Many of its Republican politicians are known not to love Mr. ROOSEVELT, except for purposes of publication. But if, as has been said so often, "ROOSEVELT has nobody but the people with him," what are those secret dissenters to do?

For ROOSEVELT or against him; for TAFT or against him; for or against the policy of paying higher than American export price for supplies for the Panama Canal: for or against excessive and hidebound protection; for or against tariff rates that squeeze American consumers and give rebates to foreigners-the convention will have to decide.

Will the standpatters stand pat or fall flat?

Governor La Follette's Victory.

Wisconsin's Legislature has adopted the bill for a State Railway Commission advocated by Governor LA FOLLETTE, and the campaign conducted by him for more than four years against the transportation corporations has ended in a complete victory for the Governor. At one time it seemed probable that the railroads would succeed in having the bill modified to provide for the election of the commissioners by the voters, instead of for their appointment by the Governor. Mr. LA FOLLETTE'S announcement that if the Legislature consented to such a compromise he would resign the Governorship and become a candidate for one of the commissionerships squelched this plan. "BoB" LA FoL-LETTE as Railroad Commissioner was not wanted by the railroads.

Governor La FOLLETTE has subordinated all other issues to that of railroad regulation in his State campaigns. Some of his enemies have accused him of insincerity and alleged that he would not settle the issue if he could, for fear its disappearance would mean his political death. These charges made no impression on the voters of Wisconsin. They believe in La FOLLETTE. On the railroad issue he has obtained control of the State Republican organization, humbled the Republican national committee, ousted the "Federal crowd" from party power in Wisconsin, been elected Governor twice and been chosen United States Senator. His record for the last decade is one of continual successes, brought about by persevering and undeviating application to one proposition.

When Governor LA FOLLETTE has appointed the members of the new Railroad Commission and got that body in working order, he will feel at liberty to resign his present office and enter the United States Senate, to membership in which he was elected last winter. An energetic politician, an organizer of foresight and resource, a lively and shrewd talker (his friends call him a "well known orator"), he will leave one victory over the railroads to enter another campaign against them. The Senatorial career of the Hon. ROBERT MARION LA FOLLETTE of Wisconsin ought to be spectacular, entertaining, and instructive.

The Coming State Census.

the city of New York has been increasing for imperial defense. When that deat the rate of growth between 1890 and 1900, mand becomes imperative the English or 37.1 per cent., it is now, in 1905, somewhere about four millions, and there is good reason to assume that the rate discovering that sentiment is no longer the last five years.

In the first place, since 1900 there has been a great increase in immigration. The total for those five years alone has been almost as great as that of the whole decade before. Of this immigration more than three-quarters arrived at the port of New York and probably about a third of that number remained in this nizes as one of the two great dangers town or its immediate neighborhood. that lie before the British Empire the Meanwhile, however, there has proceeded an emigration from the town to | erted with increasing intensity as time the suburban country which forms something of an offset to this increase, but the gain left seems to have been at a greater percentage than the gain between the a Canadian may eventually say: "My years 1890 and 1900.

since the last Federal census are obvi- my Anglo-Saxon civilization which ous They stare everybody in the face. | would be imperiled, if I quitted the em-Every line of interurban transit is pire, by the hostile forces of Europe. crowded. In every one of the five borlation appears strikingly Since 1900 the population of The Bronx is estimated not only not forfeited but would be mine to have grown by more than a half, and the physical indications afforded by the building there are that the estimate is not by any means too high. The gain in In her company I should be as free as I Brooklyn seems to have been more than a fifth, and in Manhattan not much less.

some districts as, for example, in Murray Hill, they have risen to a height about as great as that to which not many years ago land in the busiest centers of finance attained. In the outlying districts of Brooklyn and The Bronx there has been a relative increase of values not much less. A great city has grown up beyond the Harlem River since 1900. The Bronx that of Brooklyn at the time of the civil war.

The native white population of native parentage in New York in 1900 was only about one-fifth of the whole, in Manhat-

the unusually great immigration of fornumber of each of which races is closely. In the remainder are included representatives of almost every race in the world.

New York during the last five years, as compared with that of the decade between 1890 and 1900, is furnished in the school statistics. The report of the Superintendent of Schools for last year showed an unprecedented increase in the in The Bronx and second in Brooklyn.

A very careful estimate of the popuby the Federation of Churches, was: Manhattan 2.080,262 | Queens 171,828 Brooklyn 1.858.238 Richmond 70,872

Bronx 290,715 Total 3,945,007 If the rate of increase in the last year was equal to that of the yearly average thus estimated for the five years since 1900, the population of New York enumerated in the State census to begin on the first of June will exceed four millions. If to that number is added the population of the whole metropolitan area, which includes neighboring counties of increased to more than five millions. Even then it will be less by about a million and a half than the population of the whole metropolitan area of London; but if its ratio of increase continues as at be the greatest aggregation of people in

such an area in the world. It is no wonder that every railroad which reaches New York is straining its resources to meet the coming demands on it and that plans for the wide extension of the systems of interurban transportation, insufficient even for present needs, are being made.

The Future of the British Empire.

At this moment the British Empire exclusive of the United Kingdom, comprises about 340 000,000 human beings belonging to the dark races and only about eleven millions of English speaking folk. How to retain all these as friends within a common dominion is a problem which is considered at length by the Hon. GEORGE PEEL in his recent book, "The Friends of England." Is the problem essentially unsolvable? It begins to look so, for Mr. JOSEPH CHAM-BERLAIN is the only British statesman who has essayed to offer a solution, and to live. The enforcement of such a that, evidently, is unacceptable to the inhabitants of Great Britain.

His knowledge of history and his observation of human nature have convinced Mr. CHAMBERLAIN that the English speaking dependencies cannot be held to the mother country for an indefinite period by sentiment alone. A bond of self-interest must be created, he says. otherwise the ultimate secession of those colonies from the British Empire is as inevitable, as justifiable and as creditdependencies. Canada, Australia, New as we call it, is conjectural merely. Zealand and the Cape Colony, prefer to remain nested, so to speak, or, in other a protection that costs them nothing. They are practically enjoying the sweets of independence without any of its burdens or responsibilities.

Some time, perhaps, the self-governing colonies will awaken to the sacrifice of dignity inseparable from the devolution of the duty of self-defense upon another country. Long before, however, colonial pride revolts at the position of a protégé, it is probable that the taxpayers of Great Britain, wellnigh exhausted by the constantly increasing drafts on their resources, will insist that The taking of the State census is to the colonies shall contribute their sevbegin on June 1. If the population of eral proportions of the revenue needed speaking colonist will emerge from his fool's paradise, will rub his eyes and, has been maintained if not exceeded in | profitable and that his course hereafter must be shaped by self-interest alone. will ask himself whether, provided he doubts his capacity of being self-suffieing, he would not do better to become a citizen of the United States than remain

a subject of the British Crown. It is one of the striking features of Mr. PEEL's book that he clearly recogmagnetic attraction, certain to be exgoes on, by the United States on the English speaking colonies of Britain. He acknowledges that an Australian or reason for remaining within the British The indications of very great growth | Empire is my devotion to and faith in But if I passed under the ægis of the oughs of the city the increase of popu- United States this precious possession, which I prize above all others, would be more securely than ever; for the United States is not only Anglo-Saxon but may become more powerful than England.

am now, and more safe." The second dissolvent of the British Real estate prices throughout the Empire apprehended by Mr. PEEL is growing town have advanced, and in what has been incorrectly but conveniently summarized as the Yellow Peril. He does not assume that the British Empire for a long time to come, if ever, would have anything to dread from overt aggression on the part of Japan. Neither, apparently does he afterward from the west. dread any invasion of Europe or of Britain's outlying possessions in the Pacific or Indian Ocean by the Chinese, even alone has a population greater than was though the latter, emulating their Japanese neighbors, should assimilate with equal thoroughness the science of the West. What he does fear is the subjective effect on Britain's subject and dark skinned populations of Japan's

eigners, more especially of Italians and Friends of England" foresees that the colors of the German Emperor, donor Jews. The great bulk of the foreign day may come when a Hindu, or a Bur- of the cup, was the leader of the fleet, born and their native children is made | mese, or a Malay, or an Egyptian, or even up of Germans, Irish and Jews, the an African may say: "Hitherto I have been loyal to the British Empire, because about the same, and the Italians follow it brought me the germs of a better civilization than I had ever known before. Now, on the contrary, I am possessed of a new ideal I believe that I can have Striking evidence of the increase in a civilization of my own, after the exthe rate of growth of the population of ample of Japan I should prafer such a civilization, for to possess one's own civilization is to be free."

Mr. PEEL admits that if both these dangers, the American Peril and the Yellow Peril-both perils arising from elective affinity and the magic of exnumber of pupils, and significantly this ample, not from violence—were to be increase was relatively greatest, first | realized, England would once more stand before Europe, as it stood in 1783, with its empire gone. He tries to console lation of New York on June 1, 1904, made himself with the hope that perhaps, after all, this will not happen. But in his book, as in "Paradise Lost," it is when the author plays the pessimist that his arguments are most convincing.

Insanity and Crime. The insanity of the New Jersey murderer, Wood, is practically admitted by the acceptance of his plea of murder in the second degree and his sentence to prison for thirty years. It was a peculiarly coldblooded and unprovoked killing, proved incontestably, and if New Jersey and New York, it will be doubts of his sanity had not arisen he would undoubtedly have been sentenced to death.

His sentence to a long term of imprisonment, however, will put him out of the way of opportunity to repeat such present, by 1920 it will be greater-it will a crime under a "sub-conscious" homicidal impulse; and during the continuance of his term in prison, and long before the thirty years are over, it will be demonstrated if actually he is the victim of the progressive mental disease which alienist witnesses at his trial testified to having diagnosed in him.

Even if Wood is practically insane, however ought he not to be executed for that very reason? This is a question which his trial has caused to be much discussed. But if this man ought to be put out of life, no matter how insane, on the theory that such a creature is as dangerous to society as a man-killing tiger on the same principle every homicidal lunatio ought to meet the same fate It is a theory which, carried to its logical extreme, would destroy all the mentally and morally defective members of society, among whom a large modern school of philosophers and physiological psychologists include people of criminal tendencies generally As in Sparta, no weakling of the race would be allowed rule would decimate the human race by a single stroke.

Moreover, how is mental soundness to be determined, and by whom? No exact definition of insanity is obtainable. In this case of Wood there was disagreement among the doctors as to his insanity, and which side is right will be determined only by his experience under incarceration. If he is a victim of the mental disease diagnosed by those who held him irresponsible, his malady will able as the flight of grown birds from become unquestionable more or less the parental nest. Just now, in their day rapidly, but until that test is applied his of adolescence, the English speaking mental condition with respect to sanity, in that year.

The raising of the plea of "sub-conscious" impulse as an excuse for murwords, to receive from the motherland | der is a ominous innovation, but the | an important matter at the inland camps, matter how consistent it might be with the scientific theory that the welfare of the race would be promoted by getting rid of him.

Cuba's Birthday.

We extend our compliments and best wishes to our neighbor the Republic of Cuba, which begins to-day its fourth year of national independence. For three years la bandera Cubana has waved over a land where law and order have prevailed and industry has found its re-

ward in ever increasing prosperity. Some of Cuba's experiences are open to criticism. So are some of those of the United States, of England, of Germany and of Mexico. The Cubans make mistakes just as other people do. But never before in her history were their prospects so bright; never before was their condition so sound. Cuba is doing a good business; is paying her way as she goes, and is also placidly contemplating the establishment of a comfortable little national debt.

What nation could ask more or do more? Peace reigns within Cuba's border's and her relations with all other nations are those of cordial friendship and good will.

The Ocean Yacht Racers.

Nautical sharps found very interesting reading yesterday in Commodore BENE-DICT's log of the first day of the ocean yacht race. With his good steam yacht Oneida the commodore followed 125 miles to the eastward the four racers which crossed the line ahead of the others. He saw the German schooner Hamburg get the lead from the Atlantic after seven and a half hours of close reaching. The Ailsa was third and the Hildegarde fourth. The others were not visible.

Not much is to be learned from the commodore's report that will guide toward predictions of the positions at the finish. It appears that the four leaders held the port tack on which they crossed the line, trusting that when the easterly wind died out the new breeze would come in from north and west and they would haul up on their course. The wind did come first from the north and

The yachts, being about 130 miles east southeast of the Hook lightship, hauled up and took the breeze abeam. As it went westward they would point more into the northeast and speedily wipe out the southing they had made and which they did not need. The course from the lightship to the southerly end tan less than saixth, and since the Fed- far shining example of a self-evolved east. If all the other vachts held courses of the Grand Banks is a trifle north of

eral census of that year those percent- civilization, which assimilates indeed similar to that taken by the four watched ages must have diminished because of what is useful but remains distinctly by Commodore BENEDICT, then at 5 individualistic. The author of "The A. M. on Thursday the yacht flying the

But who knows? Where was sparsplitting TOMMY BOHLIN, the fisher captain, the DISKO THROOP of the fleet? Was he thinking as a cod? Was he sniffing the odors of the Nantucket Shoals and nosing a path to the northward for the Fleur de Lys, so that with the new wind she would be leagues to windward of the Hamburg?

And where was LOESCH with the Endymion, the transatlantic yachting record in her locker? Commodore BENE-DICT lost these yachts, but have the leaders lost them? That's the question.

The pressing need in which Harvard University is of an immediate and large increase of endowment, if the quality and quantity of its instruction is to be kept up, was pointed out in THE SUN some time ago. Harvard men have been bestirring themselves since President ELIOT's statement of the predicament became public, and it is gratifying to learn that a very large sum of money has already been subscribed.

It falls short, however, of the amount set by Harvard's president as being the least that will suffice to the university, and a committee of well known Harvard men issues an appeal to have the endowment brought up by next commencement to the \$2,500,000 asked for. Among those signing the appeal are Bishop LAWRENCE of Massachusetts, President ROOSEVELT, many solid men of Boston, and among the New York alumni CHARLES S. FAIRCHILD, F. R. AP-PLETON and ROBERT BACON. This is a time for Harvard to pull all together.

February, 1906, has been the date in the official time table for the retirement of the Hon. LESLIE MORTIER SHAW from the Cabinet. Possibly very recent events may make a change of date necessary. Mr. SHAW is the convinced and passionate defender of high prices, and it must strike him as sin and shame beyond forgiveness that the United States should not pay the highest price for what it buys. The Washington correspondent of the Pittsburg Despatch makes these not uninteresting assertions:

" If possible Secretary SHAW is going to use the Isthmian Canal Commission's determination to buy in the cheapest market regardless of national boundaries to further his campaign for the Republican Presidential nomination. He has an idea that he order to buy where prices are most reasonable it shall. His friends are doing everything possible to let the public understand it is TAFT's idea. They are willing to have the public understand that the President had nothing to do with it."

With earnest attention we shall watch Mr. SHAW, a gentleman with no small spice of Quixotism, in his enterprise of separating Mr. TAFT from Mr. ROOSEVELT and furthering his own campaign. At the proper time, also, we shall be glad to learn who his friends are.

It is gratifying to learn that our reindeer stations in Alaska can now supply the present needs of the country and will have before long a surplus for export, if anybody wants to buy. No Siberian animals have been imported for three years and the domestic herds are doubling every two and one-third years.

Dr. Jackson's latest report says that in the eleven years of importations from Siberia a total of 1,280 animals were ferried across Bering Sea. In June last year there were 8.189 reindeer in the Alaskan herds. o say nothing of the surplus males, which the Eskimo herders are permitted to kill for food. No females may be slaughtered, the present policy being to increase the herds as rapidly as possible. At the present rate there should be 128,000 deer in Alaska in 1915 and about 38,000 fawns should be born

We see the Eskimo already skilful in raising and training reindeer about a third of the deer in the territory. He is beginning to sell fresh meat to miners, execution of a human being irresponsible for moose and caribou are disappearing because of mental disease would be and beef and mutton from the States are shocking to Christian civilization, no hard to get. He is proving to be skilful in driving reindeer and is already carrying mail freight and passengers between mining camps on four postal routes.

So the reindeer is helping to solve a serious problem. Our Mongol wards along the coast were in a wretched state and their privations threatened to wipe them out. but Uncle Sam has introduced them to a source of wellbeing that assures their future and makes them helpful to others.

Dismay of a Medical Man.

TO THE EDITOR OF THE SUN-Sir: An Associate Press despatch from Washington to-day states that Mrs. Florence Maybrick is suffering with "ossifi-cation of the bone" of her knee, and therefore could not appear as a witness in an important case to ich she was called.

I read also lately in a New York paper that a pas-senger from Hamburg had died on the voyage of "sorosis of the liver," also that yellow fever had broken out on the banks of that grand old Hindoo river, the Ganges. I am greatly exercised in mind over these matters. ossible that new diseases, even one which

may end fatally, have been discovered, and that the name of that eminently respectable association of ladies, the Sorosis, has been given to it.
Ossification of the bone, indeed! What will our anatomists say? What will those ladies say? Yellow

fever on the Ganges! Mirabile dictu/ DR. PARTINGTON of Park Row. NEW YORK, May 19.

Featherless Birds of Central Park. TO THE EDITOR OF THE SUN-Sir: There's only me man who can in "simple talk" tell "C. O'B." about those long legged bur'rds that followed him from Fifty-ninth street to Harlem Mere on St Patrick's night. His name was E. E. Thompson. E.

S. Thompson is E. T. Seton;
By all rights they should have been a pair of green parrots. That Wild Animals man will know 'em, however, he's "much of an aviary." NEW YORK, May 19.

TO THE EDITOR OF THE SUN-Str. In reply to C. O'B.'s query as to the large pink legged bird with out feathers that chased him through Central Park early in the morning in spite of his stren throwing of cobblestones, I should say that this ust have belonged to the species known as NEW YORK, May 19.

A Matter of Phraso. Knicker-Is she a practised planist? Bocker-I should rather say hardened.

Been a-traveling-far as Maine. Up Mount Washington and down, Through Vermont and then back south; Had to stop in Boston town Lord! but it's good to be back in New York!

Trollied up the Merrimac, Never saw such wondrous green As our trees by City Hall Gee, but it's great to be back in New York! Newport has some pretty sights;

Walked the cliffs from noon to dark Thinking how you lucky Had a bench in Battery Park Oh, but it's good to be, back in New York! Heard the Springfield currew bell Ring the men to bed-oh, say!

Wouldn't it give you a smarting ache?
Just for a minute of old Broadway!
My, but it's great to be back in New York! Mountains White and mountains Green Murmuring brooks and valleys fair-Why, all New England isn't worth Six deep breaths in Union Square

MATERIAL FOR THE CANAL.

WASHINGTON, May 19 .- From the general roar over the proposal to buy what is needed for the work on the Panama Canal in the cheapest market, it might be inferred that our whole industrial structure is in peril. It might be assumed that we expect to be beaten out of our boots on every dollar's worth of supplies and material required for the construction of the big ditch.

The point involved sets forth very clearly

the widely prevailing ignorance of general

world trade conditions. Our tariff guards our market against the "pauper labor of Europe." Therefore, in open competition Europe can undersell us. Again, nonsense! Special attention is given to steel rails. We are to buy steel rails abroad, American rails at that, at lower prices than would be charged an American purchaser for the rails he needed for his domestic consumption. Let us see what it all amounts to. To double track the Panama railroad, allowing 100 tons of rails to the mile, there would be needed 5,000 tons of rails. At 150 tone to the mile, for a heavier rail, 7,500 tons would be needed. Last year American mills produced all the rails needed for our vast system, and 415,000 tons were exported. We have mills that could supply the entire Panama requirement in about one day's work. Pumps and pumping machinery will be wanted. We exported, last year, \$2,700,000

worth of such appliances, \$810,000 worth of it going to the United Kingdom. Powerful excavators and their engines will be wanted. People are under a strong impression that the inited States produces appliances of this kind that will last longer, work faster, and dig more dirt in a given time than similar machines made elsewhere. Efficiency and not price will govern the purchases in that line. Axes, saws, shovels, picks, and a little wilderness of such tools will be needed. American axes, saws and shovels are used wherever there is wood to cut and dirt to dig. Lumber will be needed. Our Gulf ports sent out \$12,000,000 worth last year, and the Puget Sound country sent out \$4,000,000 worth. These will be the sources of supply for timber and lumber. Cement will be needed. We ship thousands of barrels of it to Mexico, Central America, and South America, in open competition with the product of Europe. There would be no reasonable cause of complaint if American producers failed to fill all the canal requirements of this material. Our imports for use in this country, notwithstanding the duties, are now running about 500,000,000 barrels a year. In 1903 they were more than

double that. So runs the business side of this matter. The United States now obtains from other countries about 5 per cent. of its total requirements for domestic consumption. It is very doubtful if the Panama Commission will find any advantage in going abroad for more than that percentage of its required supplies. It is use eas to how! before we are hurt, and it is foolish for us to how! before we know that we shall be hurt. The purchase of a ship or two does not spell national disaster, and it is perhaps our own fault that there is any necessity for purchasing ships.

Meanwhile, let American manufacturers keep cool, and when call is made for tenders for tools, machinery and supplies, submit their bids on a basis of fair trade profits.

The Closed Shap.

From an address by C. W. Post before the National Association of Manufacturers. Modern unionism is like a fixed and chronic lisease. Once it becomes fastened to the victim it slowly and surely pushes him daily closer to the grave. Only those survive who have the force, intelligence and vitality to shake it off. If you doubt that statement, try becoming inoculated with the disease of closed shop and you will surely pay the penalty of such a crime against humanity, as any one and every one must when they transgress either fundamental or natural

When a manufacturer operates a shop he prostitutes his American manhood, insults his own intelligence and business sagacity, strikes a vicious blow at ever honorable independent workman, and, like the craven that he is, turns over the control of his business to the labor union, whose demands, once they get the power, become more and more tyrannous and unbearable day by day, until the weakminded manuhand and foot and ruin overtakes him unless he has money and backbone enough to go through the terrible fight back to freedom once more; and that fight has destroyed many a business and ruined many an in-

Foreign Enterprise

A leading Berlin paper publishes a Buenos Ayres communication urging German exporters to be "up and doing" for Argentine trade. The writer warns his countrymen that if they tarry they will not be able to compete there with the "Yankees." who are

thoroughly working the Argentine markets. The Association of Hamburg Exporters has asked the German Government to establish diplomatic elations with Abyssinia and to appoint a Consul to that country in order to promote German trade The Russian Association of Sugar Industries calculates the exportation of Russian sugar for 1904 at 379,983,000 pounds, which is 148,320,000 pounds less than the empire's sugar export of 1903. An-other expense of Russia's war folly.

Slam is negotiating for a loan of \$20,000,000 for nternal improvements.
The Frankfort Gazette says: "A group of French apitalists has obtained valuable utiding extensive railroad lines in Argentina." To increase German trade with prosperous Argentina, the Hamburg-American Swamship Company will shortly establish a fast steamship service whereby the passage from Hamburg to Buenos Ayres will be made in fourteen days.

Rumania exported in 1904 160.443 metric tons. an increase of 20 per cent, over 1903. Italy exported 22.703,438 gallons of wine in casks and 7.984,000 bottles last year. Of the latter bottles last year. Of the latter 5.358,300 bottles came to America, mostly to Central

Artificial silk manufacture is developing fast in Beiglum. Another company for its manufacture has been organized in Brussels, with \$600,000 capi-Lima capitalists will build a second electric rail-

way between Lima and Barranco, Miraflores and horrillos, at a cost of \$364,987. All are within thirry minutes of Lima.

The Brazilian Review says that Brazil needs

American methods and energy to make use of its splendid forests of hard wood, to construct ports and harbors, to build railways, to develop mining. to enlarge agriculture and cattle breeding-in trol and run the entire range republic's resources.
United States Consul Covert of Lyons, France, reports that the European orange crop is almost a complete failure. One dealer, who usually buys 16,000,000 pounds of European oranges each year.

can only get 1,000,000 pounds this year. Inquiries are being made for American growths.

"China is proving itself unable to compete in slik manufacture." says Consul George E. Andern of Hangchau, China, "while its economic p sitton is enabling it to produce raw material for nations better able to carry on the higher forms of silk manufacture."

Work and Plans of Centenarian Taylor

TO THE EDITOR OF THE SUN-Sir: Charles Taylor, who is training horses at White River Junction. Vt., will be 100 years old next December. He is developing the speed of the pacer Robert B., 2 12, which he expects to drive in the races this season. He drove the horse in several races last ANTI-OSLER NEW YORK, May 19.

The March to London To THE EDITOR OF THE SUN-Sir: What if 70,000 men did reach London? What's the answer? Would they be seeking interment in English soil?

Hiatus. No doubt the Missing Link felt strange And wendered for a while; Talks of Motives Back of Street Sweeper

Salary Rill. Mayor McClellan killed yesterday the bill which sought to increase by \$60 a year the wages of the drivers and sweepers in the Street Cleaning Department and allowing the men overtime above forty-eight hours a week. This is one of the bills which comes regularly from Albany each year and is as regularly vetoed. The Mayor objected to the bill because it was mandatory, while the city has already power to make such increases, and because it would involve an extra expenditure of

over \$900,000 a year. The bill was passed by the Republican leaders knowing that it would be vetoed, in the hope that the veto would win votes for the Republicans.

That the Mayor was aware of the purpose is shown by these remarks on the measure:

"Not a moment's reflection is necessary to convince any one of the impracticability to convince any one of the impracticability of this bill, and of the utter insincerity of the Legislature which sends it to me. To the statesmanship which has so misjudged me and which expects advantage from my action on this bill my rejection of the measure will no doubt be a requital for its surrender to such chicanery.

"One of the evils of this kind of legislation is that it fosters discontent in the city departments, makes the inexperienced believe that there is hope for new bounty with each session of the Legislature, furnishes occasion too often for the stealthy collection of moneys to pay the promoters

oslection of moneys to pay the promoters of such legislation and makes impossible the hearty cooperation of all the city employees in increasing the efficiency of the

**Against every such interference with its affairs the city must protest. Let the Legislature, if it will, conier upon the city the greatest conceivable power with reasonable content against a grant of the city that the content is a grant of the city that the content is a grant of the city that the content is a grant of the city that the content is a grant of the city that the the greatest conceivable power with reasonable restraints against its abuse by city officers. A wise and just administration would then endeavor to remove every grievance of city employees, promote harmony and, as far as consistent with proper economy, provide reasonable salaries. Under such authority each administration would be answerable to the people of the city for the use of the power entrusted to it. If the fear of popular displeasure would not prevent maladministration, the vardict at the polls ould punish it.

WE'LL BUY JERSEY WATER. Board of Estimate Decides on 10 Year

Contract to Supply Staten Island. The Board of Estimate decided yesterday to make a ten-year contract with the Hudson County Water Company of New Jersey

for the supplying of water to Staten Island. Borough President Ahearn and Little Tim Sullivan, who represented President Fornes of the Board of Aldermen, opposed the making of the contract.

They pointed out that a bill had been passed by the Legislature of New Jersey
—a bill which is understood to have been
passed in the interests of the Staten Island
water companies—forbidding the New Jersey companies—forbidding the factory company to sell water to another State. Mr. Ahearn and Mr. Sullivan urged that the signing of the contract would lead the city into litigation. The Mayor replied that several legal authorities on interstate law had held that the Jersey law was unconstitutional and that in any event if the

law had held that the Jersey law was the constitutional and that in any event if the matter was taken to the courts it would be at the expense of the contracting company and not of the city.

The adoption of the proposal to buy water from New Jersey was intended as a rebuke to the local water companies of Staten Island, which demanded exorbitant prices. Later in the meeting Mr. Ahearn offered a resolution "That the Mayor appoint a committee of five to investigate the valuation of the existing water companies on Staten Island and the sources of water supply available through them, and that the committee be authorized to cooperate with the Water Department in making a report to this board as to the cost of said plants and the advisability as to the purchase thereof."

The Mayor asked if compensation was contemplated to the water companies and Mr. Ahearn said it was. The resolution was Mr. Ahearn said it was. The resolution was adopted unanimously. The Mayor said that he would name the committee later.

THE SEAGOERS.

ny Stage Folks on the Liners Tha Leave To-day. Among the passengers sailing this morn-

ing on the American liner St. Louis for Southampton and Cherbourg are: John Baker, Jr., Mr. and Mrs. Arthur Conquest, Mrs. R. F. Coudert, Mr. and Mrs. W. Bayard Cutting, Mrs. W. Bayard Cutting, Jr., Mr. and Mrs. James Elverson, Miss Bijou Fernandez, Jules Franklin, R. Hale McCormick. Sir Charles J. Owens, the Hon. Robert P. Porter, Mr. and Mrs. Fdward C. Post Miss Ada Rehan, Herbert D. Robbins, Mr. and Mrs. Gus Rogers, Mrs. James R. Soley and Miss Elsie De Wolfe.

Sailing to-day on the Red Star steam-ship Vaderland for Antwerp are:

Mr. and Mrs. H. H. Benedict, Mr. and Mrs. G. Beresford, Mrs. A. Ludlow Clark, Mrs. I. Holbrook Curtis, John A. Hadden, Jr., Irs. Paul Dahigten, V. A. Joy, Nicholas auguer, Paul Marion, Fritz vom Bauer, George Veit and Charles Zimmerman. The Atlantic Transport Minnebaha, sail-

ing to-day for London, will carry:

C. D. Braun, Angus Cameron, Charles H.
Cobb, Mrs. David Morgan Cresswell, Dr. and
Mrs. James C. Gill, C. S. Griffith, Jr., Miss
Annie W. Huntington, Miss Grace Huntington, Peter Koch, Kate Masterson, Horatio
S. Nelson, Col. Henry Palmer, Mr. and Mrs.
James Proctor, Mr. and Mrs. Alan H. Reed,
Charles M. Stuart, Gen. L. S. Willson, and the
Rev. J. L. Stuom.

Among those who have booked passage
on the Anchor Line steamer Columbia,
sallin, to-day for Glasgow, are:

Mr. and Mrs. Edward S. Anderson, Edward ing to-day for London, will carry:

saill to-day for Glasgow, are:
Mr. and Mrs. Edward S. Anderson, Edward Butler, Jr., Mr. and Mrs. Joseph Byron, Mr. and Mrs. Archibald Carapbell, William Crawford, Mr. and Mrs. John Hood, J. C. Stott, Mr. and Mrs. Thomas D. Samuel, William White, Joseph Whaley, Hector McDonald, Mrs. Alfred Ogden, Miss Helen Ogden and Miss Ratherine Ogden.

Passengers on the Königin Louise for

Genoa:
Lotta Crabtree, W. O. Chapin, Ellsworth
Ives Chapman, Mr. and Mrs. W. H. Fergus
son, John C. Flint, Mr. and Mrs. Warren L.
Green, Mrs. Thomas J. Jeffries, Oliver W.
Misk, Miss Elsie McCutcheon, José E. O'Kelly,
Mr. and Mrs. William J. Robie, C. Westen
Stead, Hector W. Thomas and Charles E.
Whitemore. Voyagers on the Cunarder Lucania for

Voyagers on the Culadus Indiana for Liverpool are: John F. Aiford, J. H. Barney, T. J. Bird, George S. Coxe, L. N. Cassatt, Dr. Virgil Coblentz, Mr. and Mrs. John Davison, Arnold Dolmeisch, H. R. Havens, Mr. and Mrs. J. Scott McComb, Mr. and Mrs. Theodore Selig-man, Miss Dorothy Seligman and Miss Kath-

SERVICES ON CITY HALL STEPS. Religious Meeting Monday Noon as Preinde to Summer Tent Campaign.

erine Seligman.

There will be religious services on the steps of the City Hall at noon Monday under the auspices of the Evangelistic Committee of Greater New York, an interdenominational body which is in charge of the summer tent campaign in this city. Monday's meeting will be the first outdoor gathering

held under the plan of the committee. The meeting will be conducted by the Rev. Dr. C. L. Goodell of Calvary Methodist Church, and other well known clergymen will take part. There will be music. There was considerable difficulty in secur-

ing the permit for the meeting. If interest

warrants it plans will be made for other meetings at the City Hall if permission for them can be obtained. So far atout \$20,000 has been raised, or two-thirds of the amount needed to maintain the amount needed to maintain summer work in ten centres of the city. Tents will be placed at First avenue and 112th street, in the Italian quarter; at Crotona Park in The Bronx, and at Cherry and Pike streets. Another will be placed near the Manhattan approach to the Williamsburg Bridge, if the necessary permission can be obtained. There will also be meetings in Abingdon Square, using the band stand for the speakers. Other locations will be announced later.

MAYOR CHECKS POLITICAL MOVE. SITE OF A. H. GREEN STATUE. It Will Be Placed at Park Entrance at

116th Street and 7th Avenue. At a meeting of the executive committee of the Andrew H. Green Memorial Association held yesterday afternoon in the office of Isaac N. Seligman, 53 Exchange place, all plans for the erection and location of a memorial statue were completed. Jacob A. Cantor, chairman of the executive committee, reported on the result of conferences he had had with officials of the Park Department and the conclusion they had come to as to the placing of the memorial. Mr. Cantor said that both he and the Park Department thought the entrance to Central Park at 110th street and Seventh avenue

would be the best site. "In view of the fact that Mr. Green was responsible for the northern continuation of the park," said Mr. Cantor, "I think that no better location for a memorial statue to him could be found. The statue will not be in the park, but at the entrance to it. By this I mean that it will be placed

over the roadway line.
"In order that the roadway will not be narrowed, the Park Department has agreed to take a section from both the east and west walls at the roadway entrance, and in this way preserve the full width of the

in this way preserve the full width of the driveways."

Following Mr. Cantor came Charles R. Lamb, the architect who is to design the statue. Mr. Lamb's design was heartily approved. It calls for a small figure placed on a marble pedestal and covered by a dome, which will be supported by three pillars. The latter are to be so arranged that it will be very easy to get a good view of the statue, especially from in front. The statue is to face north on Seventh avenue.

The committee authorized Mr. Lamb to go ahead with the construction of the statue. Mr. Cantor was empowered to complete all arrangements for placing it.

ON AVOIDING COLLISIONS.

George Westinghouse Talks About the New Frietion Bevice.

PITTSBURG. May 19 .- George Westingouse, who on the visit of the international railway delegates here some days ago gave an exhibition of trains colliding at o miles an hour without telescoping, said

to-day: "Increase in length and weight of trains has made a reconsideration of the subject of safety necessary if not imperative. am satisfied that the friction device in corporated in the draft gear of each car of that train which was shown to the delegates here has solved the question, as it absorbs an immense amount of momentum. At the tests made here for the European delegates it was shown, I think, that it was impossible for the engineer with the heaviest locomotive to break the train in two. It was also shown that a train of twenty cars, running 20 miles per hour. could be stopped within a few car lengths without shock or disturbance of any char-

It is my contention that with any train fitted with friction draft gear it will be impossible to have an accident from the bursting of a hose in the middle of the train, even if the last car is not fitted with air brakes, and the danger of collisions from this source will be reduced to a minimum. An improvement in air brakes is also con-templated which will reduce the distance for stopping high speed trains from 25 to

do per cent.

"Better locomotives, too, for example the electric locomotive, will reduce the chances of collision. The delegates here saw a single phase alternating locomotive carable of exerting a drawbar pull of 65,000 pounds, which could not only start a train of 100 cars quickly, but stop it very quickly, and quick stoppages with least friction is a great thing in avoiding collisions."

GIVES UP MOSQUITO COAST. Britain Makes Formal Treaty Recognizing

Nicaraguan Severeignty. NEW ORLEANS, May 19 .- Passengers ariving to-day from Nicaragua announce the signing of a treaty between Great Britain and Nicaragua abrogating the treaty of Managua of 1800 and recognizing Nicaragua's sovereignity over the former Mosquito Coast territory. Great Britain withdrew from this territory several years ago, largely through the influence of the United States, but no complete surrender of its claim had yet been made. By the treaty now signed by Minister Harrison for Great Britain and the Minister of Foreign Affairs for Nicaragua, all claims direct or indirect

of England over the coast are abandoned.

and the Mosquito country is recognized as

an integral part of the Republic of Nica The inhabitants, mainly Mosquito Indians. Jamaicans and Americans, have been somewhat restive under the Nicaraguan dominance and have hoped and expected to see England reassert her sovereignty The treaty puts these hopes at rost forever. In return for the concessions granted by Great Britain the Nicaraguan Government agrees that the Mosquito Indians who were protected by England shall be exwere protected by England shall be ex-empt from military service and direct taxation for forty years and that they may live according to their customs, pro-vided they do not oppose the laws of Nica-ragua or offend public morality. Robert Henry Clarance, chief of the Mosquitoes, now a pensioner of the British Government in Jarvaice, is allowed to return in Jamaica is allowed to return.

In return for these concessions. Nicaragua signs a commercial treaty which will give Great Britain some advantage over the United States, as we have no commercial treaty with that republic.

GREAT SAVING, MAYOR SAYS. Approves With Pleasure the City's Electric

Light Dill. Mayor McClellan in signing the bill passed by the Legislature empowering the city to use new water supply sources for generating electric current for public lighting wrote in a memorandum:

"This bill is in effect a substitute for the provision originally contained in the Water Supply act, which in spite of the protest of the Mayor and numerous civic bodies was stricken from that bill. This is another proof that earnest protest against injustice

is not always unavailing.

"If both this bill and the water supply bill become law, the city will. I am advise be able to secure large quantities of elec-tricity, the cost of producing which will in-volve but a slight additional expense, both in the work of construction and mainte-nance, over that required for the water supply system itself, and the city will there-by be able not only to light many streets by be able not only to light many streets and public buildings, but to save large sums

of money annually on that account CITS ASK FOR FIGURES.

Want to Know Amount Due for Unpaid Street Car Licenses.

Comptroller Grout has received a comnunication from the Citizens' Union asking for a detailed statement of the arrearages due for car licenses and other fees from the Seventh, Eighth and Ninth avenue, Forty-second street, Central Park and North and East River railroad lines. The communication did not say for what purpose the information was wanted, but the Fi nance Department promptly furnished No car license fees have been paid by

the companies since 1002, when Mr. Grout insisted that a fee should be paid for every car operated, no matter whether it was used for one trip or for twenty-four hours. The companies demurred to this, and the dispute is now awaiting settlement by the

The license fees due from the companies named by the Citizens' Union for the year 1904 amount to \$96,130. The total amount at issue, however, is many times largerd